

CUB REPORTER'S EXPOSURE; HE DEVELOPS THE WRONG THEME

BY THE CUB REPORTER

The last edition of the paper has just been run off the press, and every one had left the office but the City Editor and the Cub Reporter. The former was busily engaged in looking over the sheet, and as he glanced from page to page, gradually reaching the last one, a frown spread over his countenance and he threw the paper down in disgust. Whirling around, he called to the Cub, who was in the act of putting on his coat preparatory to leaving the office for the rest of the day.

"Look here, Willie," said the City Editor. "I am getting entirely out of patience with you, and something has got to be done right away."

"Now, what's the row?" asked the Cub, as he turned and walked over to the City Editor's desk. "I suppose you want another feature story."

"No, I don't want another feature story," said the C. E., "and what's more, you won't have a chance to write any more feature stories if you don't take a tip from me and come out of the trance."

"What have I done now?" inquired the Cub.

"It's simply this; you haven't turned in a story from the Young Men's Christian Association for three days and you know very well that I like news from there and you are also aware of the fact that there is something doing at the association all the time."

"Well, said the Cub, 'I go over there every morning and they always tell me that there is nothing doing so I have to beat it away with nothing but a few notes.'

"Perhaps things are a little dead there just now," resumed the C. E. "But the trouble with you is that you are not on the alert. Read this."

The City Editor handed the Cub a article from the morning's paper, which was headed: "Camera Club at the 'Y' Big Feature."

"You see," said the C. E., "there are a lot of things that you miss."

"This is the first time that I have heard about the club."

"That's just it," said the City Editor. "Now I'll tell you what we will do. Tomorrow is Saturday, and, of course, we will run a half page on the association as usual. Now you beat it over to the 'Y' tonight and see the secretary of the Camera Club, and get me an article concerning it. You can dope out the story to suit yourself, and I don't care what you write about just so it is a good story about the club."

"What shall I write about," asked the Cub. "Cameras?"

"I don't care. Anything to lead the page with. Beat it now, and get that in the first thing in the morning."

The next morning the Cub laid the story on the City Editor's desk, and that individual, who was in a hurry to get it in the section that was about to go to press, put a head-on-it without reading it over, and threw it in the box. A few minutes later the head makeup man came hurriedly into the office and up to the C. E.'s desk.

"Sky," he shouted, "what do you call this thing, anyway? Do you mean to tell me that you're going to let a thing like that go in the paper with a head on it like this one?" And he passed the Cub's story over to the city man.

"Why," said the City Editor, as he glanced at the head, "this story is all right. It concerns the Camera Club at the Y. M. C. A. I didn't have time to read it; what seems to be the matter with it?"

"Aw, read it yourself," said the makeup man, "and find out."

What he read was as follows:

"The camera was invented so that the girls could take something besides ice cream soda in the summer time."

"When manipulated by the amateur it causes seventy per cent of the natural scenery to become unnatural. The camera finds get so used to taking things that he becomes a kleptomaniac, and the last thing he takes is a long rest. His favorite song is 'The Old Folks at Home' and his pet quotation, 'Distance Lens Enchantment to the Scene.'"

"The camera finds it at its worst in a crowded summer boarding-house, when he insists in jamming a whole army of people onto a tiny 3x5 plate. He makes you audible so closely together that you find yourself perched on somebody's hip, and your elbow is being jammed by somebody's eye. He keeps you that way until every muscle in your body feels as if it will never spring back into place again, while he walks to and fro—or fro and to—

conveying with the distance. Then suddenly he stops, and, just as you prepare yourself for the click, he comes forward and chases a fly from someone's shoulder, just as if that poor innocent separated crowded the picture any."

"Suddenly the click is heard, and, just as everyone jumps up to permit their disarranged internal organs to spring back into place the cameraist nonchalantly informs you that he forgot to turn the film roll after taking the last picture, and you are on the plate with a flock of crows he took down the road during the morning. When, however, you at last get a look at the picture, you find that something which looks like a lam is resting on your left shoulder, which, in reality, is your wife's hand. Nevertheless, if your camera gets empty, film up again."

With a howl of rage, the City Editor jumped to his feet and looked around for the Cub. But that individual had long since departed.

EATING TOOLS FOR GOOD MANNERS

Having discovered the truth of the old adage that "necessity is the mother of invention," and with the added knowledge that some cities are in the need of certain improvements, Alton E. Peck, of No. 6513 Lexington avenue, Chicago, has come forward with a set of "eating tools" which he says will insure good table manners, even in the worst-regulated families.

In fact, he says, attention to table conduct where his "implements" are used now becomes compulsory. His tools have been developed in accordance with the usual order of service in places where order is observed.

He starts with the soup. Maxim ever saw the day that his "silencer" or guns was the equal of the one Peck has invented for the soup. Even the most powerful of lungs or the most brittle of cream separating machines have failed to bring forth a sound when using the unusual instruments which Peck has contrived.

From the "soup silencer" he passed on to the regular everyday table utensils. The knife he provided with a guard which effectively prevents its being used to transfer square peas to the mouth. The guard also is a first-class preventive for those who insist on performing tricks of the sword swallower while at the table. The fork is left in its normal state for the present, as, according to Peck, he doesn't believe in making too sweeping changes all in a minute.

The spoon, however, is so constructed as to automatically remind its user that he has left it in the cup. It is weighted at the end and provided with a bell similar to the warning bell on a typewriter. When the spoon is left just so hot the bell rings, then, if the user doesn't remove it from the cup instantly, the weight throws it on the floor.

The greatest hardship which he imposes on many, however, is in connection with the finger bowls. The edges of these are provided with saw teeth which, he says, will cut even the toughest of lips in case an attempt is made to drink from the bowl.

The napkin, under Peck's new code, is shortened and attached by hooks and eyes to the table cloth. To tuck it into the collar it would be necessary to remove the whole tablecloth.

The chairs which go with his new "manners set" have guards on their legs, made of bristling barbed wire, which are calculated to do away with that pleasant little pastime of hooking one's legs around the legs of the chair.

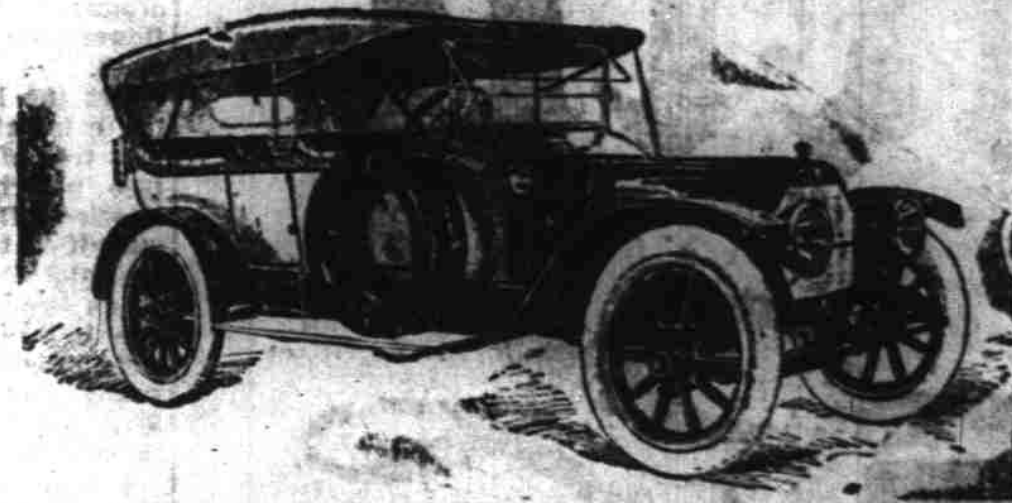
Peck's ingenuity, however, has not as yet been equal to the task of keeping the waiter's thumb out of the soup. He is working on this now, and hopes to have an announcement to make on that subject very soon.—New York Evening Telegram.

SOMETHING DEPENDABLE.

Chamberlain's Cough Remedy never disappoints those who use it for obstinate coughs, colds and irritations of the throat and lungs. It stands unrivalled as a remedy for all throat and lung diseases. For sale by all dealers. Benson, Smith & Co., Ltd., agents for Hawaii.—advertisement.

A young San Franciscan, believed to be dead, arrived at Everett, Wash., with a large fortune accumulated in Alaska. He learned that his mother, whom he thought had perished in the fire of 1906, was still living.

The "54" HUDSON—a "SIX"



Speed: 65 Miles per hour
58 Miles per hour
in 30 Seconds
from Standing Start

The Answer Is Here

to that oft asked question: "What will Howard E. Coffin do when he builds a 'Six'?"

The "54" HUDSON is Mr. Coffin's reply to the most frequently asked question heard since the beginning of six-cylinder talk.

The car is here now. Experts who have driven the "54" through mountains, over long tours, in both winter and summer, and who have observed its ideal smoothness and flexibility, claim it to have no superior in any automobile, regardless of make or cost.

Many owners of the highest priced cars have remarked after examining and riding in the "54" that it is foolish for anyone to pay more for an automobile than it sells for, no matter what demands they have or how fastidious they may be.

The surprise to all motorists is that Mr. Coffin developed the "54" HUDSON along entirely different lines from those he had followed in designing his four-cylinder cars.

He is too shrewd a designer to attempt such a departure unaided. Before starting his "Six" he built up his Board of 48 Expert Engineers. Then they all worked together for two years—until every man agreed that this was the best he knew.

CAME FROM EVERYWHERE

Gathered from everywhere, possessing the training and experience acquired in 97 factories, some of them in Europe, these men have helped to build more than 200,000 automobiles.

Mr. Coffin wanted his six-cylinder to be a wonderful car. He knows, as well as anyone knows, the limit of any one man's ability. He knows there is much in six-cylinder cars that four-cylinder experience has not taught. So he went after the men who had done the most as six-cylinder designers.

WHERE ONE-MAN CARS FALL SHORT

No man need be told that Howard E. Coffin leads all in building four-cylinder cars. No other designer has built as many successful automobiles. But the mastery of cars of the four-

cylinder type is no indication that the man is master of the six.

Many a designer has learned that to his sorrow. Six-cylinder cars have wrecked splendid reputations built up by years of four-cylinder accomplishment.

ADDING TWO CYLINDERS WON'T MAKE A GOOD SIX. Very few designers have been able to get in excess of 30 per cent increased power from their six-cylinder motors of the same bore and stroke as used in their "four." Although they have added 50 per cent to the piston displacement, have practically doubled the gasoline and oil consumption, have increased the weight and have made the car more costly to operate, many sixes have failed entirely to develop that flexible smoothness for which sixes are really built.

Thus is shown the shortcomings of the one-man idea of designing. When one man dominates in the designing of an automobile, it expresses his ability and his limitations. Every man is over-developed in one way or another. Every man is good at one thing and not so good at other things. No man is perfectly balanced, and no machine designed by any one man can be more rounded toward perfection than can be the ability and experience of the man who designed it.

THIS NOT A ONE-MAN NOR A ONE-IDEA CAR

But with 48 men, all concentrating on one car, not much is apt to be overlooked. No one man dominates. Each individual is a specialist in some branch of the work at which no one of his associates is quite his equal.

Consequently the "54" HUDSON is thoroughly proportioned.

It is not merely a "Six" which is made so by the addition of two cylinders to a good four-cylinder car.

It has power. But its power is not abnormal in proportion to its other parts. It has beauty. But no detail of its mechanical design is overlooked.

Electric Self-Cranking—Electrically Lighted

COMFORT.

Modern automobile designing is tending toward comfort and convenience. The time was when people were willing to put up with a great deal of inconvenience in their automobiles. They realized that a 150-mile drive in a day was fatiguing. Unless he was particularly robust, the driver hardly felt like covering a similar distance the next day. His passengers usually were tired and cross at the end of the day's journey.

But in the HUDSON every known development looking toward easy riding qualities is incorporated.

The upholstery is 12 inches deep—Turkish type. You sink down into it and lounge restfully in its softness as you rest in a favorite chair. The springs are flexible, bodies rigid and well proportioned. There is roominess in the tonneau and in front.

COMPLETENESS.

The regular equipment includes an electric self-starter which, by the touching of a button and the pressure of a pedal starts the motor 100 times out of 100 trials. It is 100 per cent sure.

Electric lights are operated from a generator, also a part of the self-cranking arrangement. They project a brilliant light for a much greater distance than gas, and are controlled from the driver's seat.

The windshield has a rain vision arrangement which permits driving in a blinding rain with clear vision for the driver and with full protection to the occupants of the front seat. The windshield is made integral with the body.

The very appearance and feel of the "54" express its quality. A gauge indicates the flow of oil through the crank case. The oil itself is not seen. A hand records that proper lubrication is being given to all parts, and another gauge indicates the supply of gasoline. There is a speedometer and clock. All these are illuminated. The condition of the car and its supplies both day and night are at the immediate observation of the driver.

Demountable rims and big tires—36" x 4 1/2"—minimize all tire cares. Tire holder, tools and every item of convenience are also included.

GET-AWAY—SPEED—POWER

From a standing start, the "54" HUDSON will attain in 30 seconds a speed of 58 miles an hour. That indicates its get-away. What other car do you know that will do as well?

On the speedway at Indianapolis, a

THE CHASSIS IS SIMPLE.

There are but two grease cups on the motor. Other lubricating points throughout the chassis are just as accessible.

Consider the importance of choosing a car complete in every detail. In your selection of an automobile it is important that not one item of its design and construction has been overlooked.

It is equally apparent that no one man is so infallible that he is not apt to make mistakes. The safeguard against error is in having many experts design the car. What one overlooks or is unable to accomplish, an associate corrects, or is able to do.

These 48 men, each a specialist in his line, have put into the car all that they have learned elsewhere. Can you imagine their leaving anything undone in a car they combined in building?

And can you think it possible that anyone is likely to soon produce anything that these men have not already anticipated and that is not already on the "54" HUDSON?

If you do not know the name of the HUDSON dealer nearest you, write us. We will arrange a demonstration that will give you a new meaning of automobile service.

If you are interested in automobiles it will pay you to have your name on our mailing list. Send us your address.

Electric Self-Cranking, Automatic. Will turn over motor 30 minutes.

Powerful enough to pull car with load. Free from complications. Simple. Positively effective.

Electric Lights. Brilliant head lights. Side lights. Tail lamp. Illuminated dash. Extension lamp for night work about car. All operated by handy switch on dash.

Ignition. Integral with electric cranking and electric lighting equipment. Gives magneto spark. Known as Delco Patented System, the most effectively efficient yet produced.

Power. Six cylinders in blocks of three. Long stroke. New type, self-adjusting multiple jet carburetor. High efficiency, great economy, 67.8 horsepower, brake test. 54 horsepower at 1500 revolutions per minute.

Speedometer and Clock. Illuminated face. Magnetic construction. Jeweled bearings. Eight-day keyless clock.

Windshield. Rain vision and ventilating. Not a makeshift. Not an attachment. A part of the body.

Upholstering. 12 inches deep. Highest development of automobile upholstery. Turkish type. Soft, flexible, resilient. Comfortable positions. Hand-buffed leather.

Demountable Rims. Latest type. Light. Easily removed. Carry 36x 1/2 inch Fisk tires—heavy car type. Extra rim.

Top. Genuine mohair. Graceful lines. Well fitted. Storm curtains. Dust envelopes.

Bodies. Note illustration. Deep, low, wide and comfortable. You sit in the car—not on it. High backs. Graceful lines. All finished according to best coach-painting practices. 21 coats—varnished and color.

Nickel trimmings throughout.

Gasoline Tank. Gasoline is carried in a tank at rear of car. Simple, effective, with two pound pump pressure. Keeps constant supply in carburetor either going up or down hill. Magnetic gasoline gauge continually indicates gasoline level.

Bearings. All roller bearings, thoroughly tested. Latest type.

Wheel Base. 127 inches.

Rear Axle. Pressed steel. Full adjustable, full floating. Large bearings. Heat-treated nickel steel shafts. Easily disassembled, as item which indicates the simplicity and get-at-ability of the entire car.

Simplicity. The HUDSON standard of simplicity is maintained. Every detail is accessible. There is no unnecessary weight. All oiling places are convenient. Every unit is so designed that it can be quickly and easily disassembled. Think what an advance this is over even the previous HUDSON—the "33"—the "Car with 1000 less parts."

Models and Prices. Five-Passenger Touring. Torpedo. Two Passenger Roadster—\$2450. f. o. b. Detroit. Seven-Passenger Touring Car, \$3500 additional. Limousine, 7-passenger, \$3750; Coupe, 3-passenger, 2500. Extra open bodies furnished with either Limousine or Coupe. Price quoted on request.

The Hudson "37"—The four-cylinder masterpiece with the same high quality of finish and equipment as is used on the "54" is \$1875 f. o. b. Detroit. It is furnished in models of 5-passenger Touring Car, Torpedo and 2-passenger Roadster. See it also.



Light Your Kitchen with a Rayo Bracket Lamp

Sometimes in the kitchen or elsewhere you need a lamp held high, where it will light the whole room, and be out of the reach of children.

The Rayo Bracket Lamp is made for exactly this purpose. It is one of the famous Rayo Family—the best kerosene lamps made. A clear, white light, steady, diffused. A strong, substantial bracket, easily affixed to the wall. The lamp is inexpensive. Economical. Lighted without removing chimney or shade. Rayo Lamps are made in various styles and for all purposes.

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